



CLOAKS!

There's grace in every inch of those new fall coats. Such an indefinable "chicness" about 'em. They lend quite a distingue air to the wearer. It isn't a bit too early to purchase. The weather, though, impresses that fact more forcibly than we can. LOOK at our assortment, anyhow. You can't spend a more pleasant half hour anywhere.

JACKETS.

Tan cover cloth jacket, the new shape, 26 inches long, large mandolin sleeves, double stitched seams, ripple back, four large front buttons.

Special Value at
\$5.98.

Navy and black chevion and Boucle cloth jackets, front trimmed with four or six buttons, coat or ripple back, extra large shawl sleeves. A garment far more handsome than any seen on Washington promenades.

Special Value at
\$4.98.

Black and navy blue beaver cloth jackets, 24 inches long, silk lined throughout, front trimmed with four large and handsome inlaid pearl buttons, full ripple back—a coat in which style and comfort, along with beauty, vie for supremacy.

Special Value at
\$7.50.

Quite a number of novelties in these goods, ranging from \$10.98 and \$12.50 to \$25.00—much finer, too, than what others have at the same price.

CAPES.

22-inch capes, of a very nice quality plush, collar, tastefully edged with fur, lined with heavy twilled silk.

Special Value at
\$3.98.

A superior cloth cape, Persian lamb effect, full sweep, large storm collar.

Special Value at
\$12.50.

Misses' Reefers.

A very handsome misses' reefer, comfortable and well made, the new style large sleeves, ripple back.

Special Value at
\$3.98.

WRAPPERS.

The most dainty effects in crepe Wrappers, made with full ruffle over the shoulder both front and back, Watteau back, large sleeves.

Special Value at
98c.

See ad. in Saturday's Star and to-day's Post.

S. Kann, Sons & Co.,
8th & Market Space.

WRITERS' WOES

Trials and Tribulations of Constables in Doing Their Duty.

SOME REMARKABLE EVENTS

Why Mr. Swinburn Failed to Levy Upon a Shotgun—Taking the Engine From a Title Driver and What Became of It—How a Man Was Held Up While Driving.

Perhaps no officers of the law, civil or criminal, meet with more obstacles or incur more real danger in the discharge of their duties than the individuals who wear the badge and perform the functions of city constables.

Constantly in contact, as they do, with a certain class of people that exists in all branches and grades of society—people who will not pay honest obligations incurred—they find nothing but difficulties to overcome before they can persuade the stubborn debtors to come to terms, or can seize upon some object of sufficient value to be sold for enough to pay the debt. Many of the tricks and dodges practiced by such people are as amusing as they are ineffectual, but frequently the laugh is on the other side when the danger element becomes strongly mingled with the humorous.

There is something in almost every American, even if he is so late to honor as to refuse to pay his debts, that makes him resent the intrusion of any public official upon what he regards as strictly his private affairs.

TRIOUBLE FOR THE CONSTABLE.

He thinks that his creditor has done him a grave injustice in suing for debt, and looks upon the constable as a vent for his spleen. When he knows that a judgment has been obtained against him he resolves to make the collection of it as difficult as possible, and frequently he is rash enough to consider himself that it will never be paid at all. That's where the constable's trouble comes in.

Of course, that doesn't apply to all people who have been sued and lost, and sometimes it is unnecessary for the constable to arm himself even with a writ of execution when there are persons to collect such judgments as are instances, however, and an event of that nature is regarded as an oasis in a desert of tribulations.

The chief warrant of the constable is that he may not be allowed to carry any weapons; if he uses force he is liable to be arrested and fined for assault, and in a civil case the police have a right to interfere, unless the civil officer assaults or is assaulted by the debtor.

MUST TAKE KICKS AND CUFFS.

So he must take with smiling face the kicks and cuffs that are bestowed upon him in this constant way, getting what he can, and leaving what he can't get, pretty sure, unless very tough and robust, that he will find refuge in an early grave from the incidents of harassing delinquent debtors.

Constable William Swinburn is one of the few who are blessed with a constitution that could withstand the ravages of time, bull dogs, guns, bricks and clubs, and he has many interesting reminiscences of the days when a civil officer would have been backed up by a squad of deputies before he would dare serve a writ in some section of the town. It is difficult work even now, but in the olden times it was a very different matter.

One of Mr. Swinburn's first cases was calculated to inspire him with an aversion to the business, but it didn't. A resident of the county had been sued for a small amount, and judgment had been rendered against him. Swinburn got in his buggy and drove to the house of the debtor, whom he found at home. The constable got in the house, but he was not alone. A woman, who he had been told was a hand-some woman, was standing in a corner.

JUDGMENT STILL UNCOLLECTED.

This constable took immediate possession of the house and started toward the door, not expecting any trouble. He was so sure that he could get the money that he was not afraid of anything. He was a big, strong man, and he was not afraid of anything. He was a big, strong man, and he was not afraid of anything.

But the proprietor of the saloon had an idea that he needed that whisky in his business, and he was not afraid of anything. He was a big, strong man, and he was not afraid of anything. He was a big, strong man, and he was not afraid of anything.

After a pretty hard fight the barrel was got on to the wagon, and just as the apparent victorious constable and deputies were about to leave, the door opened and a constable knocked the bug out. The constable was a big, strong man, and he was not afraid of anything. He was a big, strong man, and he was not afraid of anything.

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OFFICERS' WREATH

Price Wonders

Monday

During Monday's Sale we shall present every purchaser of a Dress Pattern with Skirt Lining

Free of Charge

Black Cashmere, 36-inch, regular	19c
Black all-wool Serge, 36-inch, worth 40c	25c
Black Storm Serge, 46-inch, worth 70c	49c
Black 46-inch silk-finished linen, sold elsewhere 70c	49c
Black figured Mohair, worth 25c	15c
Black figured Brillantine, worth 50c	25c
Black Fallie Silk, cheap at \$1.00	69c
All-wool red twill Flannel, worth 25c	15c
60-inch red Table Linen, worth 35c	19c
White Duck Flannel, worth 35c	34c
Unbleached Canton Flannel, worth 7c	4c
Full Size Towels, worth 10c	3c
Good quality Toweling	34c

Eisenmann's

806 7th St. N. W.

1924-1926 Penna. Ave.

to sweater. By the time he returned everything was fixed up, and he saved his goods.

An attempt was made not long ago by a constable to collect a bill of a certain drug store in the city of \$25 due a national bank for stamps. As he would not respond to the judgment with the price, a writ of execution was sworn out and the constable started in to serve it. The cash register and a pair of scales were the only things in sight available, so he proceeded to take possession of them.

The proprietor and clerk pitched into him, however, and the noise of the scuffle attracted a policeman to the scene. He assisted the proprietor of the store, as is usually the case, and the scuffle resulted in the constable being thrown bodily from the store. The cash register is still there, but history does not say whether or not the bill was paid.

LEVIED ON A PILE DRIVER.

Constable Swinburn once attempted to levy on a steam engine connected with a pile driver, to satisfy a debt incurred for supplies, and his experiences on that occasion are still fresh in his memory. Backed up by two or three assistants, he repaired to the scene of operations and found the engine running. When told of the object of the officer's visit, the engineer was inclined to be ugly and flinty refused to allow the pile driver to be seized. There was nothing for it but to try to overpower the men and stop the engine, so the constable and his assistants sailed in.

For some time victory was undecided, but she finally prevailed on the constable, who side long enough to enable him to get the engine away and stop the machinery. A chain was thrown over the engine, and several of the men were chained, with an idea to prevent future operations, and the officials thought they had things their own way. The engineer, however, had seen them stop the engine, but knew nothing of the chain, and suddenly breaking away he ran to the engine and pulled the throttle. There was a strain and a crash, and the pile driver was left in a heap for old iron.

The occupants of a house in the northwest kept in debt to their landlord for about \$300, and after judgment had been secured on a suit, a constable was sent to levy on the furniture. The people had anticipated that move, however, and in order, as they thought, to block the game, all the furniture that could be fixed in that way was nailed to the floor.

THEY ENJOYED IT.

They then sat back and enjoyed the looks of pain surprise that came over the faces of the officers as they tried to pick up little chairs and tables. But the constables were determined, and although it cost them half a day's work they finally got the furniture out and away.

Our colored brother probably gives the constable more trouble than any one else. There is one colored man, well known to the profession, who gets into debt to something every month with unfailing regularity, and the devices he adopts to keep the constable out of his house are amusing. Two bull dogs keep guard in the hallway, and instead of ordinary locks the doors are chained up whenever they are not open. He invariably enters his house by the back way, and whenever he goes out he takes a careful survey of the neighborhood. There are two or three like him, but they always pay up after they see that things have reached a crisis. If they did not they would have nothing at all.

Dirty dish water is so frequently doused upon constables, and boot licks and other missiles fired at them so often, that they occasionally little surprise or comment, and are rather looked upon as minor incidents in the business. Their task is a thankless one, and their work little appreciated, and perhaps some of these days the burden of some song shall be "The Constable's Lot is Not a Happy One."

Question of Division.

She's a beauty worth inspecting. She's so fair. But the fashion she's affecting makes men stare. On the costume we're divided; I have views that are decided. But my views I find decided, And despair.

All the cause of this division, I may say, Is what I call men's derision—Bloomers make the trouble. For it makes division double And explodes the love god's bubble In a day.

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OFFICERS' WREATH

Army and Navy Officer Scant Incentive to Bright Men.

SALARIES ARE TOO SMALL

Promotions Very Slow and Expenses Inordinately High—As a Consequence the Younger Men of Talent Relinquish Military and Naval Careers for Private Employment.

Official life in Uncle Sam's army or navy is not a very attractive proposition. It is a field of adventure, activity and usefulness, a charm that many a lad is unable to resist, and to it therefore are attracted annually many of the country's brightest young men. An appointment is made to the training schools that does not leave heartaches in its trail, and the successful aspirants.

Yet there is record evidence to show that from a monetary point of view the man of energy and enterprise is driven to seek other and more profitable avenues, after a brief career as a minor officer, and his military life is voluntarily relinquished. His talents are his capital, and they command a ready investment which in many cases would be worth a decade.

It is unnecessary to say that bright men remain in the service, or that only the dullards do not resign. There are striking examples in evidence of both classes, and again instances where men's hopes of betterment induced them to try experiments that failed of success. The tendency, however, is to a depletion of the ranks of progressive spirits in army circles, and a corresponding multiplication of the talented in civil life, recruited from the list of West Point and Annapolis graduates.

PROMOTIONS COME SLOWLY.

Promotions in the army or navy in time of peace come slowly. The only sure return for continuous service is a slight increase in pay every two years, ten per cent being regularly added at the end of each period for a term of twenty years. Then the maximum is reached, and the monotony of the officer's life is thereafter unbroken except for the possible advances, which are "few and far between."

One noteworthy fact observed is that resignations are frequent from the ranks of the minor officers, and the number of men retiring voluntarily after reaching the color of the grade. The restless young spirits are the foot of the list, with dozens ahead of drop into "vacancies" the ones who are most available for the eligible positions in civil life.

The maximum pay of a captain in the army, after a service of twenty years, is \$23.33 per month. If mounted, if mounted it is \$23.33 per month—the salary being the same as that established for a captain in the navy. The pay of a major is \$23.33 per month, and that of a lieutenant colonel is \$23.33 per month.

For a man who served as lieutenant in either the first or second grade, subject as all officers are, to receive a promotion, he must wait until he is promoted. If he is promoted, he will not receive a promotion until he is promoted. If he is promoted, he will not receive a promotion until he is promoted.

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transferred nine times in five years, and another is noted where an officer of the same rank had to "pack his traps" thirteen times in nine years.

The allowance in such cases is for one railroad ticket and four cents per mile additional for traveling expenses, and for baggage, there is an allotment of from one cent to five cents per thousand pounds, regulated by the distance traveled.

The two fares will meet the expenses of transportation for an officer and his wife, but if there are any little people to accompany them, the private purse must foot the bill they incur.

Referring to the rarity of promotions, and the greater possibilities of a standard in rank, an officer cited a number of cases where men served for years without making a single upward step. One of these remained twenty-six years a lieutenant, another in the same grade twenty years in that rank, and still another recently chronicled the seventeenth birthday of his first commission. It is easily to see that under the rules of the military establishment, each of these officers may have been transferred as many as one hundred times since the date of their graduation, and, under the military rule, it is extremely improbable that all the trips were short ones.

The allowance for "baggage" transportation as stated is at a gross rate per pound, exactly what it was when transfers for all distances were made in road wagons, or prairie schooners. The weight assigned is from 1,600 to 2,400 pounds. With its usual conservatism, the government has declined to increase the allotment, notwithstanding officers are often compelled to choose between a "sacrifice" sale of removal of several thousand pounds of household effects at a cost of five cents per pound.

The pay of an officer of high rank is such as to generally induce a man of mature years to remain in the service. A major general gets \$7,500 per annum; a brigadier general, \$5,500, and neither attains the rank in his youthful prime. The former may retire when he reaches the age limit, or \$5,625 per year, the latter at \$4,125.

STUCK OUT FOR THEMSELVES.

The junior officers, however, who have voluntarily relinquished both commission and pay for something better, make up a lengthy list, and there are instances where those of comparatively high rank did likewise.

Without naming the many, who, at the close of the late war, declined a transfer from the regular ranks to positions of consequence in the regular army, it may be said that a striking example of the good fortune that came to one man, who resigned his commission, was that of a certain officer of the Michigan Central railway, who is in the enjoyment of a handsome income from various sources. He resigned his commission in the regular army, and the result was a better prospect of success.

And there are those not unknown to Washingtonians, who left military and naval pursuits for a more lucrative private employment, among whom may be named Capt. V. H. Greene, now a millionaire, and who resigned his commission in the regular army in 1894, and the result was a better prospect of success.

Others are: Capt. Frank H. Clark, who resigned as naval paymaster, and became general manager of the United States Electric Lighting Company; Lieutenant Wilson, also, who was assistant naval constructor, and resigned to accept a position with the Crump ship building firm. He has been successful and has recently started a shipyard of his own.

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